FAYETTEVILLE OBSERVER.

[VOL. XXIX.] FAYETTEVILLE, NORTH CAROLINA, TUESDAY AFTERNOON, FEBRUARY 9, 1847. [NO. 1549.]

PRINTED WEEKLY,
BY E. J. HALE,
AND D. HALE,
EDITOR AND PROPRIETOR.

At $2 00 per annum, if paid in advance; $2 50 if paid during the year of subscription; or $3 00 after the year has expired.

ADVERTISEMENTS inserted for sixty cents per square for the first, and forty cents for each succeeding publication. Yearly advertisers desiring to change the matter of their advertisements, or they will be considered for publication, and charged accordingly.

☞ Letters to the Editor must be post paid.

JUST RECEIVED.

A WHOLE and half CASK RAISINS.
5 Kegs assorted Fancy Candies.
1 puncheon Old Monongahela Whiskey.
2 Do. do. do.

For sale by
S. W. BRINGHAST & CO.
Jan 26 1847. 4-3t

NOTICE.

All debts due the Estate of John Malloy, dec'd, will be promptly collected by
WILLIAM S. MILLINS, Exr.
Jan 25 1847. 4-3t

New Supply of Fresh Fruit.

Raisins
Lemons
Prunes
Citron
Figs
Almonds
Filberts
Pecan Nuts
Brazil Nuts
Cocoa Nuts
Assorted Candies
Assorted Biscuit

For sale by
E. J. HALE.
Jan 26 1847.

NEW BOOKS.

Just received and for sale by
E. J. HALE.

NEW YORK SEMI-WEEKLY.

1847.

TO GENERAL MERCHANTS.

The Subscriber is now receiving his supply of
Saddlery, Hardware, and Coach Ironware.
Wagon and Carriage Springs.
Malleable and Carriage Castings.
Carpet Bags, Valises, & Saddle Bags.
Shoe, Tools, and Findings.
Leather, Paper, and Pocket Books.
Gentlemen's Fancy Dressing Cases.
Guns.
Pistols.
Fashionable & Clothing Warehouse.
Tailoring Establishment.
Upholstery Goods.
Straw Goods.
Playing and Visiting Cards.
Fancy Paper and Paper Boxes.
Stationary & Paper Warehouse.
Stationary, Paper, & Blank Books.
Stationary and Account Books.

Britannia Ware.

BENHAM, JOHNSON & CO. 252 Pearl street near Fulton, have constantly on hand a large assortment of Britannia Ware, manufactured by themselves, consisting of Tea and Coffee Urns, Tea Trays, Lamps, Candlesticks, Castors, Cake Baskets, Tea and Coffee Pots, Spoons, Forks, &c. &c. Also, Iron Ware, Japanned Ware, Bronze Lamps, Gilt Ware, Fancy Goods, &c. &c. Dealers supplied at the lowest prices.

Marble, Slate, &c.

Steam Railroad Cassing, Lead Sawing, &c.

Canton Tea Company.

Paints, &c.

Patent Leather, Varnish, &c.

Perfumery, Toilet Soaps, &c.

Perfumery and Patent Medicines.

Cigars, Tobacco and Snuff.

Window Shades.

Window Shade Depot.

Medical Class.

Daguerreotype Establishment.

Cabinet Furniture Warerooms.

Salamander Safes.

Salamander Safes.

Premium Fire Proof Safes.

Billiard, Pool, Bagatelle, Ten Pin Balls and Pins.

Gurney's Premium Daguerrean Gallery.

DAVID SHAW,
CONFECTIONER,

HAS opened a few doors below his old stand, on Person street, 3 doors above Liberty Point, where he will be glad to supply his old friends and customers with FRESH AND PURE CANDIES, manufactured by himself. He has on hand a few Boxes of B M Raisins.

Half boxes do do
Qr. boxes do do
Figs, Almonds, Filberts, Nutmegs, Mace, Cloves, Essences, &c. Wholesale prices 6 Candies 20 cts. per lb. Orders, enclosing the cash, or references to houses in this place, will receive prompt attention.
Jan'y 30, 1847. 4t

THE Exercises of the Antioch Academy have commenced under the supervision of Wm. Nelson, of Hampden Sydney College, Va., a graduate of the same school that has had successful experience as a Teacher.

Rates of Tuition—Elementary Department, $8 00; English Grammar and Geography, $10 00; Languages and Mathematics, $12 00; per session of five months, payable in advance.

Board $8 00 per month, including the use of the necessary bedding and furniture. The location of the Academy is healthy, near the village of Antioch, and 3 miles from the Cross Roads, 5 miles from the Stone place.

A. H. CUMMINS, Sec'y.
Robeson county, Jan'y 23 1847. 4-3w

NOTICE.

THE Subscribers offer for sale a short credit a tract of LAND, in a compact body, on Big and Little Rockfish, including the Mill Seat on the former one and a Saw and Grist Mill on the latter. The situation is well adapted for Merchandizing, the former one being on the Fayetteville and Elizabethtown road, 12 miles from the latter place, and the latter on the road leading from Fayetteville to Wilmington, 18 miles from the former place.

WILLIAM M. BELLAMY,
HECTOR MCNEILL.
Cumberland county, N. C., Jan'y 23 1847. 4-3w

FURRIER NOTICE.

The Subscriber has just returned from the North with a large and handsome assortment of Furs, Hats, Caps, &c. &c. which he will sell low for Cash.

WILLIAM H. HILLIARD.
Jan'y 26 1847.

FILL FOR THE BILL POSTERS.

Dress Goods.

Cotton Yarn by the package or bale.
E. J. HALE.

Olive Oil Soap, for shaving
E. J. HALE.

NOTICE.

BRILLIANT LOTTERIES.

ALEXANDRIA LOTTERY.

In Prizes of $12,000, $4,000, 2,000, 1,000, 500, &c.

ALEXANDRIA LOTTERY,
Class No. 8, for 1847, to be drawn at Alexandria,
Tuesday, February 23, 1847.

SPLENDID SCHEME.

$12,000, 4,000, 2,000, 1 of 1,000, 1 of 500, 10 of 200, 10 of 100, &c.

Tickets $5—Halves $2 50—Quarters $1 25.
Certificate of Packages of 26 Whole, $65 00
Ditto ditto 26 Halves, 32 50
Ditto ditto 26 Quarters, 16 25

$25,000.

ALEXANDRIA LOTTERY.

Class I, for 1847, to be drawn at Alexandria, on Saturday, February 27, 1847.

SPLENDID SCHEME.

1 Prize of $25,000, 1 of 10,000, 1 of 5,000, 1 of 2,000, 1 of 1,000, 10 Prizes of 2,000, 10 of 500, 10 of 400, 10 of 300, &c. &c.

12 Drawn Numbers out of 66.

Tickets $10—Halves $5—Quarters $2 50.
Certificate of Packages of 22 Whole, $110 00
Ditto ditto 22 Halves, 55 00
Ditto ditto 22 Quarters, 27 50

☞ Orders for Tickets and Shares and Certificates of Packages in the above Splendid Lotteries, will receive the most prompt attention, and an official account of each Drawing sent immediately after it is over to all who order from us. Address,

J. A. C. TAURY.
Agents for J. W. MAURY & CO. Managers,
Successors to J. G. Gregory & Co.'s
Washington City, D. C.
Jan'y 26, 1847. 4-3t&pd

NEW AND CHEAP GOODS.

THE subscriber respectfully informs his friends and customers, that he is now receiving at his Store, 2 doors above Buggy's Hotel, an assortment of

Dry Goods, Groceries, Hardware and Cutlery,

Which he will sell Cheap for Cash, or in exchange for Country Produce. He also returns his thanks for the liberal patronage which he has received heretofore. B. M. DOWD.
Jan'y 26, 1847. 4-3t

NOTICE.

THE co-partnership heretofore existing between H. M. Pearce and Thomas T. Covington, is this day dissolved by mutual consent. All persons indebted to the firm will make payment to Thomas T. Covington, who is authorized to settle the business of the firm. All persons having claims against the firm will present them to be paid.

THOMAS T. COVINGTON,
H. M. PEARCE.

Hops, Vinegar, and Sweet Oil,

of prime quality, for sale by
S. J. HINSDALE.

NEW CROP MOLASSES.

A SUPERIOR article of NEW CROP MOLASSES, in hhds. and 3 do. just received and for sale by
E. ROSE & SON.
July 4, 1846. 45tf

Marble Factory.

BY GEORGE LAUED,
Nearly opposite the Episcopal Church,
FAYETTEVILLE, N. C.

MERCHANTS'
STEAM BOAT OFFICE,
OF THE CAPE FEAR NAVIGATION.
GREAT REDUCTION IN FREIGHT.
Averaging nearly 20 per cent.

THE Boats constantly plying between Fayetteville and Wilmington, during the present season, are as follows:

STEAMER CAPE FEAR,
CAPTAIN R. MYERS.
STEAMER CAPE FEAR,
CAPTAIN HENRY,
STEAMER CAROLINA,
CAPTAIN GLOVER,
STEAMER WASHINGTON,
CAPTAIN CURTIS,
STEAMER MONEY,
CAPTAIN DAVIS.

THE Proprietors of the above Boats, in connection with the Cape Fear Navigation Company, have determined to reduce the freights on Cotton, Naval Stores, and all other articles, to the following rates, viz:

Cotton per bale, 50
Tobacco per hhd. 50
Do. per box, 25
Flour per bbl. 10
Bacon per lb. 2 50
Coffee, per sack, 50
Sugar, per do. 50
Groceries, per 2240 lbs. 5 00

We continue to run our usual number of Boats. The Evergreen has but one to polong all the last dry season. She is supported chiefly by the lights at eight of water. 17 inches running on the river. Our present terms for receiving and forwarding goods, are as follows:

Receiving and forwarding, in Wilmington free of commission for the same. All goods consigned to us in Fayetteville, on freight up the river, 15 per cent. We have fine sale Warehouses at the town, where they may be stored, and to secure them until the business is done with the next steamer runs.

Passage, $3 up and down.

This arrangement to take effect after 20th inst. Thankful for past favors, we solicit a continuance of public patronage.

JOHN H. HALL, Agent
Henrietta S. E. Co.
Jan'y 1st, 1847. 43tf

NOTICE.

THE business of the Merchants' Steam Boat Company, prior to the 15th inst., will be settled by Mr. John Wadell, Jr. of this place.

H. E. MYROVER, Pres't.
Jan'y 18, 1847. 4t

E. T. WARD

WOULD respectfully inform the citizens of Fayetteville and the public generally, that he has taken the Shop recently occupied by E. J. Clark, on Gillespie street, 3 doors South of the Market Square, where he will manufacture and keep constantly on hand an assortment of

TIN AND SHEET IRON WARE.

Persons wishing to purchase would do well to call and examine his Stock before purchasing elsewhere, as he is determined to sell as cheap as any other manufacturer in the State.

Cooking Stoves of various patterns, always on hand, and sold low for cash.
Jan'y 12, 1847. 3-3tf

BLACKSMITHS' BELLOWS, Anvils, Vices, and Screw Plates, of good quality, for sale by
E. ROSE & SON.
July 11, 1846. 45tf

CONNECTICUT SHAD, and No. 1 Mackerel, a few half barrels, just received and for sale by
E. ROSE & SON.
Dec. 28. 43tf

THOROUGH bred Berkshire Pigs for Sale, 5 months old.
J. WADDILL.
December 28, 1846.

LAMP OIL.—Best Winter strained Sperm Oil, for sale by
S. J. HINSDALE.

POTASH, first quality, for making Soap, for sale by
S. J. HINSDALE.

BOXES Tin Plate, I X and a few handsome Wire, assorted sizes, likewise a few dozen Wightman's Steel Shovels and Spades. Just received and for sale by
E. ROSE & SON.
July 11, 1846. 45tf

NEW CROP MOLASSES.

LAY cargo Cuba MOLASSES, by the hhd. or bbl. of an excellent superior article. For sale by
JAS. G. COOK.
July 26, 1847. 45tf

Fahnestock's Vermifuge, Commanded the favorable notice of Dr. Physick, Dr. Dewees, and other distinguished physicians. For sale by
S. J. HINSDALE.

Important Information to all Merchants.

PHILADELPHIA is well known to stand unrivalled in the Trade of
PERKINS, PEARCE, PARKINSON'S, &c.
The best Establishment in the country is at
SLEEPER & PLUMER,
Who have prepared the largest and best assortment of

Silk Parasols and Parasolettes

Ever offered to the merchants of America. They will not say they are "the largest and cheapest in the world," but they will say they have the best assortment in the United States. As they have adopted every improvement in machinery, motive power and labor, and have secured the advantage of labor to a great extent, they are prepared to sell lower prices than ever before. Those merchants who will favor them with an early call and examine their stock, may be satisfied. Those who are not coming to the city, but who will entrust their orders by U. S. & P. per mail, shall be convinced that they are filled, 10% executed. Every article is of the latest and cash prices, from which no abatement is made.

Sleeper & Plumer,
No. 52 Market street, Philadelphia.
July 4, 1847. 44-3w

GARDEN SEEDS.

RECEIVED per Boat this day a great variety of Garden Seeds, all of which are warranted
For sale by
S. J. HINSDALE.

SWAIM'S JUSTICE.

A NEW Edition of this valuable Work, revised and corrected to January 1846. Just published. For sale by
E. J. HALE.

RECEIVED THIS DAY—Rio Coffee, Rare Cheese, Pine Apple Cheese, Loaf and Lump Sugar, Pepper, Spice, &c.
Dec 19—1846. JNO. M. ROSE.

Thyme, Summer Savory, and Sweet Marjoram,
For sale by
S. J. HINSDALE.

STATE OF N. CAROLINA.
Richmond Superior Court of Law, Fall Term, 1846.

Ann Ashe McDuffie vs. James L. Vaughan.

Original Attachment.

It appearing to the satisfaction of the Court, that James L. Vaughan, the defendant is not an inhabitant of this State: It is therefore Ordered by the Court, that publication be made for six weeks in the Fayetteville Observer, for the said James L. Vaughan to be and appear at our next Superior Court of Law, to be held for the county of Richmond, at the Court House in Rockingham, on the third Monday of March next, then and there to plead, answer or demur to the plaintiff's claim, or the same will be heard ex parte as to him.

Witness, William B. Cole, Clerk of our said Court at Office in Rockingham on September, A. D. 1846, and in the 71st year of American Independence.

Test 10th Dec. 1846.
WILLIAM B. COLE, C. S. C.
Pr. adv. $2 50. 41-6w

STATE OF N. CAROLINA,
ANSON COUNTY.—*In Equity.*

Thos. Waddill, John Waddill, and Jas. M. Waddill, vs. Joshua Allen and wife Caroline, Robert Lanier and wife Margaret, Matthew Waddill, and Lucia Nevins, Admr. of Thomas Waddill, Senr., dec'd, and others.

Original Bill to March Term, 1847.

It appearing to the satisfaction of the Court, that William Waddill, Richard Tomlinson, John Ann Tomlinson, William Tomlinson, John Tomlinson, and Mary Jane Tomlinson, children of Richard Tomlinson and Nancy his wife; Theodore Tomlinson, Margaret Tomlinson, Jas. Tomlinson, Caroline Tomlinson, John Tomlinson, and Sydney H., children of James Tomlinson and Elizabeth his wife; Ann Jemima Hill, Emily Hill, Margaret Hill, Thomas Hill, Robert M. Hill, Caroline Hill, William Hill, and Mary Jane Hill, children of John Hill and Mary his wife, are non-residents of this State: It is therefore Ordered by the Court, that publication be made for six successive weeks in the Fayetteville Observer, for said absent Defendants to be and appear before the Hon. the Judge of our next Court of Equity, to be held for the county of Anson, at the Court House in Wadesborough, on the 2d Monday in March next, then and there to plead, answer, or demur to Complainant's said Bill, otherwise Judgment pro confesso will be taken against them, and the cause set down for hearing and heard ex parte as to them.

Witness, Wm. E. Troy, Clerk and Master of our said Court of Equity, at Office in Wadesborough, the 2d Monday in September, A. D. 1846, and in the 71st year of American Independence.

WM. E. TROY, Clerk & Master.
[Pr. adv. $4 25.] 44-6w

The United States ship *Columbus*, Com. Biddle, arrived at Honolulu, from Jeddo, on the 9th of September. The Commodore obtained readily all the supplies he required at Jeddo; he also addressed a note to the Emperor of Japan proposing to make a commercial treaty, to which he received a reply begging him to *go away and not return any more.*

In Mexico, they punish Generals for sustaining defeats; Arista is now in durance, and Ampudia on trial. But in the United States, the Administration and its friends are incensed against their General, and slander and persecute him because he has gained a series of splendid victories!—*Richmond Whig.*

SPEECH OF MR. GILMER, OF GUILFORD.

In the Senate, on the Bill to establish and incorporate the Metropolitan Rail Road Company—to enable and by the State against her liabilities for the Raleigh and Gaston Rail Road Company, and for other purposes—Delivered on the 14th of January, 1847.

Mr. Speaker: This Bill brings to the attention and consideration of the Senate, a subject in which the people of the State have and feel a deep interest. I have waited for the action of others on it, and whose experience and familiarity with such things, would suggest some other disposition of the Raleigh and Gaston Rail Road, and which I could better approve. But I have waited, until I see waiting is likely to continue to the end of the Session. We have already passed a law, making it the duty of the Attorney General, to enforce the collection of the loan heretofore endorsed by the State from the Stockholders, and put as much power into the hands of himself and the Court, to insure justice to the State, as we can. How far we may succeed under the law, and those heretofore passed for the same purpose, remains to be tested. This Raleigh and Gaston Rail Road has, at last, become the property of the State, at the sum of Three Hundred and Sixty-three Thousand Dollars. It is evident to my mind, that the people are now beginning to expend more money upon our further liability for it. It is doubtful whether if one ever pays a valuable property to the State, it can ever be taken under the control of Officers of the State, and nothing more done for it. But it seems to be admitted on all hands, and by every intelligent observer, that if the Road could be carried South, and connected with the South Carolina Rail Road at Camden, so as to complete that which is already so nearly effected—a Metropolitan route from New Orleans to Boston—the value of the Raleigh and Gaston Road, would far exceed the original cost. For over one million and a half of dollars. As it now is, it is doubtful whether individuals would give the State for it what it cost her. That one half the Road, with this connection, would be worth to the State more than a million what the whole Road, without this connection, will ever be, I presume none can doubt. The great importance to the State of this connection, all admit. How is it to be effected? Work or individual enterprize? Individuals, for individual profit, in a reasonable time, and before the Raleigh and Gaston Road runs down in the hands of the State, take the stock and complete the North and South Carolina Rail Road. I am satisfied it would prove to individuals a more profitable investment than any that could now be made in the Union, and of immense value to the State of North Carolina. Had I any satisfactory assurance that the Road would be carried South, without any further action on the part of the Legislature, I would decide at once to release the Road as it is, lost, with all the prospects as it now is, to-wit: in the most favorable aspect. I submit to the better judgment of the Senate, whether it is not our only safe corrective to enlist individuals in this great work, and to restrict the invitation to individual enterprise, as far as the true interest of the State will safely admit. Leave it, as it is, for two years, without further injury or assistance by the act of individuals, and I shall not be surprised, at the next Assembly should find the property of the State of less value than at present.

I introduced the Bill at the request of a friend, to secure its first reading as early as possible, at this late period of the Session. I did not approve the Bill in its present form, but since, by the indulgence of the Senate, my amendments have all been adopted, it is now in a shape that I feel willing to support it. I am, by no means, wedded to this Bill—I would be thankful to Senators for suggestions and amendments, by which the Bill may be improved, and made better suited to our condition. I appeal to Senators *on all sides*, not to increase, or justify themselves by finding fault with the provisions of this Bill, and voting against it. Those who disapprove my Bill in its present shape, ought to present for our consideration, one which they do approve. Perhaps I shall like it better than my own. Considerate will have a right to ask Senators who vote against this Bill, why they did not present one that would have answered their views.

Leaving the Senate to pass this Bill, I am arrested by no motive but to advance the interest of the State. If I can better do this, by voting for a better bill, coming from a political adversary, I would gladly do it. Let him point out the deficiency of this Bill, and present one clear of the defects of this, and I will give it my cordial support. I feel myself under no special obligation to legislate for the benefit of the Stockholders in the Raleigh and Gaston Rail Road. Their effort to complete a great work of internal improvement, so far, has resulted in great loss to them, and much embarrassment to the State. The freely willingness evinced by them to keep off loss from the State, growing out of the State's endorsement for them, gives but poor encouragement to expect aid from that quarter, further than the State makes it necessary their interest to make still further investments and efforts. My desire is, to present to them the chance for profitable investment, with the prospect of benefit in two ways—a profit on further expenditures, with a prospect of realizing something from that which is entirely lost to them now. By the provisions of this Bill, the old Stockholders are placed under stronger inducements than ordinary adventurers, to take and pay for stock in the new Road. The completion of the connection would incidentally add great value to the property of the State, and their reward for completing the Southern end would be not only a profitable new stock, but a participation of profit with the State in the greatly increased value of the old. The State may the more safely make this offer, because the old Stockholders, by the provisions of the Bill, acquire no interest in the State's part of the Road until they shall have completed the new, the State in the mean time having, without cost or charge to her, the advantages of individual enterprize and vigilance in managing her own Road. If these Stockholders, under the inducements held out by the provisions of this Bill, will not complete the work, then indeed may we despair of the Road's being ever completed by individual enterprize; but with them, we may more certainly expect that which the interest of the State so greatly needs.

By this bill the old stockholders are not released from any portion of their present liabilities to the State—the State is not called on to advance one cent—she is not called on to loan her credit—she is not called on to place a cent of her property in jeopardy—she is not asked to do more, than to say, that when you old stockholders of the Gaston Road, or those you may by your influence induce to aid you, will build the road to the South Carolina line, thereby rendering the Gaston Road very valuable, now worth but little to us, we will then give you a small part of what you have lost in the patriotic effort you made to build that road.

I have said that stock in a Rail Road, which would connect Raleigh with Camden, would be good stock. It cannot be otherwise. The distance between these places is said to be 180 miles. Suppose the road to cost $10,000 per mile, (a very liberal and extravagant estimate,) the whole 180 miles will cost $1,800,000
Add for Engines, Cars, and Coaches, 150,000
$1,950,000

Receipts.

Say 30,000 passengers per year—and last year there passed over the Petersburg and Roanoke Road 21,506 passengers, at $10 each, and you have the sum of $300,000
Mail pay at $237 50, present rates per mile, 42,750
Local business, transportation, &c. 50,000
$392,750
Deduct for expenses in running and keeping up the road, the liberal sum of $1000 per mile, say 200,000
$192,750

And you have a dividend of ten per cent. And this calculation only supposes an increase of 5,234 passengers, by means of the extension and connexion, more than the number that passed the Petersburg road last year. But suppose the number to be 50,000, or more likely 100,000, and the prospects are astounding. In this estimate I have supposed the road to cost $10,000 per mile, when in all reasonable probability it would not be over half that sum, and I am induced so to estimate, after reading a calculation of that part of the Route between Raleigh and Fayetteville, somewhere above published in the "North Carolina Standard," and afterwards copied into the "Raleigh Register," which I ask leave to read.

CALCULATION.

Grading.

71,305 yards excavation and embankment $71,305 00

Superstructure.

630,960 feet of Railing 21,450 00
63,360 Sills 19,008 00
126,720 Keys 1,371 50
Laying superstructure 7,500 00 49,329 50

Iron, &c.

900 tons Iron 72,000 00
1,000 kegs of Spikes 5,000 00
20,300 Joint Plates 3,500 00
Laying the iron 1,500 00 82,000 00

Bridges, &c.

Bridges, including masonry 52,600 00
Engineering expenses, 10,000 00
Salaries, &c. 8,000 00
Freight 3,000 00
Shops and Depots at terminus 15,000 00
Locations and turnouts on line 9,593 00
Contingent expenses 5,000 00 103,166 00

Locomotives, Cars, &c.

Four Locomotive Engines and Tenders 24,000 00
Four Passenger Coaches 6,000 00
Fifty Freight Cars 15,000 00 45,000 00

Total cost, $351,900 50

Or per mile, all Machinery and Buildings inclusive, $2,754 00; or Road alone, exclusive of Buildings and Machinery, $2,046 00 per mile.

This cost mate was made by one whose opinions are worthy the highest respect, as appears from his communication afterwards published in the Standard, and to which public attention was called by an Editorial, which does credit to the Editor of that Journal. I have before me the editorial and the communication, which I desire to read.

"*Rail Road to Fayetteville.*—In compliance with his promise to us last week, our Correspondent, the author of the calculation heretofore published, has kindly put into our hands the following suggestions and explanations as to the proposed one taking, to which we invite the attention of the public.—*Standard.*

"Mr Holmes: In relation to the cost of constructing Rail Roads it is believed that the opinion generally prevails that it can be accomplished only by an enormous expenditure; and that belief has been based on the cost of Roads that were in progress between 1835 and 1840—a period in which the spirit for Rail Roads amounted almost to a *mania*, when materials and labor were in such demand as to bring extravagant prices, and when many of the works were carried on under such pecuniary embarrassment as still to increase much more the prices exacted for their construction. Compared with such works the estimate published in your paper of the 15th instant, may seem low, so much so that it may not be deemed improper to offer some explanations, both as regards the route and other data on which that estimate was based.

"It is believed that all who may be acquainted with the physical and geological character of this country, will confess that so favorable a route for a Rail Road is rarely to be met with—both as regards the face of the country and the facilities for procuring superior timber as woods is afforded between Raleigh and Fayetteville. On leaving Raleigh, which is an elevated point, by proceeding West for a few miles, a continuous ridge will be found to pass the heads of Walnut and Swift Creeks—thence Southerly, between the waters of Cape Fear and South Rivers, without encountering any wide course until it would reach the Cape Fear opposite Fayetteville; or a Road may take a direct course from the head of Swift Creek towards Fayetteville, and cross the Cape Fear near McNeice's or Atkins's Ferries, encountering no stream to the North of the Cape Fear, and but two south of that river, or between it and Fayetteville; and these it is believed, may be passed at a small cost of bridging. On either route the grading may be economical and easy.

"The estimate for grading was based on the actual cost of grading a Road not 200 miles from this place—a work that has been executed within the last twelve months; and though that route may not be considered as favorable as that from Raleigh to Fayetteville, yet to preclude the possibility of too low an estimate, 25 per cent. has been added to the actual cost per mile of grading that road. The estimate for bridging may be too liberal, as it may not be necessary to excavate them high above the stream—thereby avoiding a large expenditure for masonry and embankment, which is usually an important item attending the crossing of streams which are much depressed below the surrounding country. The estimate for Railing was based on highest price paid by the Raleigh and Gaston Rail Road Company, when delivered on the Road at any point in Wake County, and the cross ties or sills and keys at the maximum price when delivered at any point between Raleigh and Gaston. Both rails and cross ties are dressed and framed, ready prepared to be laid in the Road by those who furnish them. Hence, the timber requiring no further process of preparation, the estimate for the superstructure would seem large, as to the material itself, the Raleigh and Gaston Road passing as it does through a country almost destitute of suitable timber for a Rail Road, and the country between Raleigh and Fayetteville abounding as it does with that of superior quality, it would seem that an estimate made according to the price paid on that Road, is much to liberal.

"The iron, spikes, &c. have been put at the highest price paid with in the past few months, and which may be considered as much higher than it can be expected to remain for many months to come, as the Rail Road *mania*, which is now raging in Europe, has caused iron to advance to a price that must bring about an increased production of the article beyond the increased demand."

The whole cost of the Petersburg Rail Road, Engines and Cars, in w tract and Weldon Bridge, was $940,679 56
Capital actually paid in 709,000 00

According to their last Annual Report, for the year ending the 1st February, 1846, the net income of that company, after payment of all expenses, charges and interest on their whole debt, was $88,909 34

Of which I read a detailed statement.

DETAILED STATEMENT

Of the Receipts and Expenses of Transportation, from Feb'y 1st, 1845, to Feb'y 1st, 1846.

Receipts.

From freight. 72,783 93
From passengers, 58,613 04
From mail, 16,617 54
147,620 50

Expenses.

Salaries of president, treasurer, clerk and assistant, 4,756 00
Cost of agents and labor at depots, 6,730 59
Wages of engine men, conductors, firemen, train hands, oil and fuel, 14,330 09
Wages of men and materials for repairs of engines and cars, 10,178 42
Wages of men and materials for repairs of rail road, 17,412 98
Miscellaneous expenses, 3,306 82
56,708 84

Income, after payment of expenses, 90,911 69
Deduct interest of debt and other charges, as above, 21,921 35

Leaves the net income, applied to dividends and reduction of debt, $68,990 34

Nearly 9 per cent. on their capital stock paid in, and near 8 per cent. on the whole cost.

Last year, the Petersburg company made a payment of $31,767 06 in part discharge of their actual debt of $34,502 98, and a dividend of 5 per cent. to stockholders.

If this Road with 24,776 passengers pays so well, there is no estimating what it and the other Roads South of it, would pay with the increased travel that must necessarily be put on them by the extension. No one can doubt that the Raleigh and Gaston Road by the connection, and consequent increase of travel, would yield greatly over 5 per cent. on a capital of $800,000, whereas the nett profits last year, did not reach 4 per cent. on the cost $863,000.

As further evidence, that the connexion would greatly increase the profits of the Gaston Road, I beg leave to read an extract from a letter of John P. Kemp, the President of the Georgia Road to a friend in this State.

"Augusta, August 3d, 1846.

"Dear Sir: Having been absent from the City, I did not yesterday received yours of the 17th ult.

"It is unnecessary for me to repeat here, the deep interest I feel in the completion of a great Mediterranean line of road, connecting the Atlantic and Gulph States, of which the gap between Raleigh and Camden, forms so important a link—My views have been already very fully given upon this subject. This connection must and will be made at no distant day, and I am glad to find that those most immediately interested, begin to see it not only the importance, but the probable profits of the undertaking. The road would be a remarkably cheap one, and would be built with all the advantages of past improvements. It would take *at least one-half* the most important Mail in the Union, and would soon become the greatest thoroughfare for travel within the same limits. It could not, and would not fail to pay heavy profits as an investment."

Also, the following from the letter of Chas. F. M'Garrett, who built the Raleigh and Gaston Road, who now has charge of a Road in Georgia.

"Rail Road is of great national importance and [illegible]

"I had the honor to confer with the country through which your proposed Rail Road, having made a reconnoissance of it in 1837, with a view to ascertain the practicability of such an improvement. The Country, highly favorable to the construction of a first class durable Road.

"In this age of improvement, there is no one branch in which such rapid strides have been made as in the construction of Rail Roads, and the [illegible] to them after completed.

"The [illegible] now in progress on the [illegible] R. R. will not cost half the [illegible] which was [illegible] Raleigh and Gaston R. R. [illegible] 1840. Every description [illegible] Rail Road has taken, though [illegible] experience.

"The [illegible] improvements in the Locomotive, have [illegible] value of Rail Roads by [illegible] the increase of speed. In short, there [illegible] in the management of Rail Roads to [illegible] great economy.

"The [illegible] Rail Roads were very [illegible] to [illegible] [illegible] I could say that rivers will soon cease to [illegible] the machinery of our great [illegible]."

To these I may [illegible] the [illegible] opinions expressed by the [illegible] of the latter, I will read a few [illegible] of the progress of Rail Roads in Europe, as I have [illegible] before me.

Mr. Gallatin has read extracts showing the immense saving, and commercial changes now going on by the increase of Rail Roads in Europe. Eight millions of labourers are employed on rail roads in the Germanic States. Already 1500 miles are in use, and there will be 5000 miles when these now in progress are completed. A continuous line through Central Europe will connect the Mediterranean with the Baltic and North Sea. One from East to West will connect the Rhine with Hungary, and the Russian gov't proposes to extend her's to Odessa. In France, 3700 miles are projected, of which 1600 miles were expected to be in operation during the past year. In England, 248 rail road bills have passed, during the year, with a capital of £22,000,000.

With [illegible] subject, I would [illegible] to read an extract from a letter of H. D. Bird, Esq. President of the Petersburg R. R.

"I regard the [illegible] as to the probable amount of business that would pass over the Road, as more reliable data are being compared with the results of actual experience. I send you by this mail our two last annual Reports. In these Reports, you will see that we paid in 1845, 3 per cent. to our Stockholders, and $31,487 on our debt; and in 1845, 5 per cent. and $31,767 of our debt. If we had been out of debt, which we will be in the course of a short year, we could have paid 8 per cent. to our Stockholders, and had some surplus.

"Now, we find this business from the long travel, mail, and local business of our Road, and as the Road you propose would receive the same kind of business, it would produce a similar result. This is experience. As to estimates, I believe your Road would do better, for at present we have a great deal of travel which goes North by sea—many persons being afraid of the Wilmington Steamboats. A line through the interior would take this travel, and it would also be more likely to draw the travel of the Mississippi, as the Roads in the South are continued further. In fine, there is no risk of loss in making the Road you propose, and there is a great prospect of its being very profitable.

"Our travel for the last 6 months, has amounted to 12,383 passengers. Our mail pay is $237 50 per mile. You can make some calculations from these facts."

Intelligent gentlemen say, there would 100,000 passengers travel this road yearly from Fayetteville to Gaston, but that the calculation may not be so startling, say 50 thousand at 3 cents per mile, whole distance 125 miles—50,000 passengers at 4 cents per mile.

Expenses yearly $4000 per mile, much more than it can possibly be	$200,000
	145,000
Add Income from freight, &c.	60,000
Clear profit.	$205,000

More than 10 per cent. on two millions of capital—but the capital would be less.

55 miles Raleigh and Gaston Road,	$800,000
From Raleigh to Fayetteville, 70 miles at $12,000 per mile,	600,000
15 per cent. on capital of	$1,400,000

But take the Raleigh and Gaston Road, 86 miles, to cost, and say 50,000 passengers at $4 each, you have $200,000

Freight, &c.	30,000
Mail pay $237 per mile, as now,	29,382
	$259,382
Expenses: 86 miles at $4000 per mile,	86,000
And you have a profit of	$163,382

Suppose the State never realizes anything from the bondsmen and individual Stockholders. I will not whether it is not our duty to prepare for the worst, and try to make the Road pay as much of the debt as we can? Suppose the Road, after the expenses is considered, say, in 1850, yields, after the payment of interest annually to the Treasury, $259,382, and this is placed out at interest year after year, until 1860, how much would the State have to add to pay the original debt of $800,000? I have the calculation of a friend, which I will read.

Mr. G. here read a calculation, showing, that with the estimated profits of the present road for 3 years till 1850, say $30,000, and a dividend of 8 per cent. a year for the next 10 years, put out at interest to constitute a sinking fund, the State would have, in 1860, when the bonds fall due, $457,815, besides the interest in the road itself.]

Whatever is collected from the bondsmen and individual Stockholders, which it is hoped will be considerable, as it comes into the Treasury, could be added to this sinking fund, and would make more sure the State from loss.

I know, Mr. Speaker, that I may be properly answered that this is a mere shewing on paper—"the wind works," and that these prospective calculations on which we base all our adventures, too often fail. This is true—may prove true in this case, for the interest of the State. But it does seem to me, that none can, calculations aside, contemplate the advantages which this connexion would produce, without at once becoming willing to give all the aid we can safely give, by way of encouragement, to secure it. To know that I was among the number who devised the plan by which so desirable an object was effected, would be a pleasant thought. The great Metropolitan Atlantic route completed, daily wafting, by the power of steam, and with the swiftness of the wind, crowds of our countrymen from North to South, and from South to North—connecting Boston and New Orleans—the capital of our own State with the capital of every State North, and of every State South but one—with the Naval Depot of Florida—with the valleys of the Southern and Western waters—with the Ohio river, and with the exhaustless valley of the great father of waters—would present a spectacle, at which the heart of every true North Carolinian would throb with a just pride and exultation.

FROM THE RALEIGH REGISTER.

THE FIELD OFFICERS.

The "Standard" rants and raves through a column, in each of his last numbers, against the appointment of Field Officers for the North Carolina Regiment of Volunteers. We will not charge that his purpose is to "give aid and comfort to the enemy," by sowing the seeds of discontent among the troops before they are organized, though this would be justified, could we condescend to the grossness of that print. But every one must see that the tendency, if not the object of these articles, if they were not impotent from their shallowness, is to produce dissension in the Regiment itself, which might lead to the worst results.

The Editor laments, among other things, that Col. *Manly*, of this City, and Mr. *Miller*, of Davie, were not appointed. Who believes that he feels any solicitude in their behalf? He subsequently insists that no one should have been appointed, who voted for the Preamble to the Resolution of Appropriation for the Volunteers—that is, being interpreted, that no Whig, at least no Whig member of the Legislature should have received one of these Offices. And, is not Col. *Manly* a Whig, and did not Mr. *Miller* vote for this Preamble?—And would not that point have assailed the appointment of either of them, as bitterly as those which have been made? It is not forgotten that, since the last agitation of this subject, no Whig has been mentioned even by rumor, as likely to receive the command of this Regiment, but the "Standard" has been ready to denounce him in advance. So rigidly does he feel himself bound to find fault with every thing done by a Whig Legislature or Governor, that they cannot please him even in the appointment of a Democrat. Major *Stokes*, though of that party, seems, by no means, an agreeable appointment to him—For what reason, we know not, except that the Governor has actually appointed him.

But the Editor refers to opinions "up street," to show that public opinion (meaning, of course, partisan opinion,) endorses these selections—quotes, with evident satisfaction, an article from the "North Carolinian," at Fayetteville, attributing the appointment of Col. *Paine*, to Western influence—also, one from the "Charlotte Journal," saying the Mecklenburg Company would not serve under *him*—no other, having any particular objection to the appointment of Col. *Paine*. We shall shew the "North Carolinian," before we conclude, that Cape Fear influence united with the West in favor of Mr. *Fagg*, and the people "up street," that their colleagues in the Assembly were divided on his merits, at least. We can hardly expect to satisfy the Mecklenburg Company, since they, like the "Standard," are determined to be dissatisfied, before they hear who has been selected, and logic, by objecting to a gentleman (Mr. *Gilmer*,) whose claims, we learn, were not before the appointing power.

We have made some inquiry upon the subject, and find that Col. *Fagg*'s appointment was recommended by all the more conspicuous Whigs in the General Assembly, (including the Speakers of both Houses,) and by many of the most prominent Democrats also. On one of the testimonials in his favor, too numerously signed to be inserted here, along with many distinguished Whigs, we find the name of Mr. *D. W. Courts*, of Rockingham. And the following is so flattering in its character, that we have availed ourselves of the liberty given us, to copy it entire. The signatures of Democratic gentlemen are in *Italics*:

To His Excellency, WM. A. GRAHAM, *Gov. &c.*

The undersigned take the liberty of saying, that we would be pleased that our friend, JOHN A. FAGG, of Buncombe, could receive the commission of Lt. Colonel, in the Regiment of N. C. Volunteers, and that we prefer his appointment.

January 14th, 1847.

N. W. Woodfin,	Wm. F. McKesson,
M. Frances,	Wm. F. Jones,
Catawba Mills,	G. W. Hayes,
J. Y. Hicks,	Samson McCurry,
John Baxter,	*Andrew Ferguson*,
Sam'l Flemming,	Jonathan Trull,
A. B. Chunn,	Silas Davenport,
J. J. Gambill,	*E. D. Hall*,
W. H. George,	*D. Murphy*,
Alf'd Brower,	Wilson Credle,
N. Hunt, Jr.	*Neill Regan*,
Gen. W. Pegram,	*Jas. P. Davis*,
Zelotes Russell,	Arthur Brown,
Joseph W. Scott,	*John McNeill*,
J. B. Leathers,	A. Sanders,
Ethel'd. J. Peebles,	*T. H. Williams*,
L. B. Krummoger,	R. Reid,
B. C. Calloway,	Wm. H. Haynes,
E. W. Ogburn,	*C. H. Brogden*,
Duncan Shaw,	Ewd. Stanly,
Peter Adams,	J. R. Hargrave,
D. A. G. Palmer,	R. C. Puryear,
Isaac Rhelin,	*J. N. Davis*,
John W. Ellis,	K. Rayner,
Thos. D. Smaw,	Richd'd O. Britten,
W. H. Washington,	Walter L. Steele,
G. H. Wilder,	M. Q. Waddell,
J. Wellborn.	

We have no comment to make on this paper, except, that from the character of the persons signing it, it affords no inconsiderable evidence of what, from general opinion, we perceive to be the fact, viz: that the appointment was a proper one, and would be well approved by the county.

"The "Standard" is, indeed, hard run, when he refers to the Governor's letter to the Secretary of War, suggesting a Western Rendezvous, to save the troops in that quarter from marching, at their own expense, 300 miles to Wilmington. A letter, written the day after the requisition of the President was received, and before the appointment of Officers was canvassed in the General Assembly, is proof of a design to defeat the election of Officers, by rank and file!

We will not be provoked by the illiberality of the "Standard" to any comparison of the Officers chosen, with those whom that paper affects to have preferred—Messrs. *Wilson, Ellis, Long* and *Caldwell*. Of the gentleman, first named, we have heretofore expressed our commendation for his gallantry and patriotism, in entering a service, in which, if we are correctly informed, none of the others now are.

The "Standard" hopes the Officers, appointed by the Governor, will be acceptable to the Regiment, whilst he is engaged in a weekly endeavor to excite prejudice against them, before they become known to their associates personally, and mentions, with evident approbation, the movement of one Company, with the manifest tendency, if not design, to break up the Regiment. For our part, we do not doubt that they will prove acceptable, and we say to the Volunteers without distinction —Wait, until you have tried your Officers —do not be misled by a designing Party Press—do your duty faithfully, and cherish for your whole Regiment, Officers and men, the feelings of brethren—and, at the end of the campaign, our word for it, you will have no cause to regret that you served under these Officers.

Lt. Colonel Fagg.—The "Highland Messenger" says—"With Col. *Fagg*, we have an intimate personal acquaintance, and we feel proud of his appointment, as no man *could* have been appointed, better suited to the station, or who would have given more general satisfaction, as well to the Regiment as to the State at large. We venture the assertion, that no man ever gained popularity faster, than *John A. Fagg* will win his way to the hearts of the 'ch'hoys'" when once entered upon the active duties of Camp life."

THE MEXICAN WAR.

FROM VICTORIA.

A long letter from Victoria, dated 6th Jan'y, gives the particulars of the march to that place, and its unopposed occupation. The march from Monterey occupied 12 days, through a most picturesque country. Many mules and horses died on the road. Col. May lost 40 dragoons on the way, in searching for a pass through the mountains. He found one, where but a single horse could make way at a time. The scenery was most magnificent. On one side a perpendicular height of 600 to 700 feet; on the other, a gentle slope of a like height. In returning, the 10 men left behind, were missed, and sought for, but not found. Whether captured or not, could not be told.

Victoria is nearly as large as Monterey. Gen. Scott was expected to take command, to proceed to Tampico, and then for Vera Cruz! His arrival does not give satisfaction to the army, "not because of any want of respect for him, but that a desire prevails to see the man who commenced the war, and who has so fortunately carried it on thus far, make a finish of it."

OFFICIAL.—Despatches received at Washington, state, (says the Union,) that Gen. Taylor arrived at Victoria with the division of Brig. Gen. Twiggs on the 4th Jan'y, and was joined on the same day by the force which Maj. Gen. Patterson is conducting from Matamoras. The force then collected at Victoria is more than 5,000 strong, in excellent health, and in capital condition for service.

It was then unofficially known that Gen Scott was then in the country under orders from the government. Gen. Taylor would probably return at Victoria, until he should hear from Gen. Scott.

The reconnoissance of the mountain passes leaving to Labradores was completely successful, so far as to determine the character of the routes, &c. It is with regret we learn that on the return of the party to Lenares, the escort was attacked in a difficult pass of the mountain, and the baggage with ten men of the rear guard cut off. It is yet hoped that they have effected their escape and may yet regain the army. The officer and non-commissioned officer of the rear guard are in arrest, and the former under charges. No blame can possibly attach to Lieut. Col. May, who commanded the escort, for this unfortunate occurrence.

MEXICAN OX DITS.—A letter has been received here from a gentleman in Havana, who has access to the best sources of information in Mexico. He writes that Santa Anna was at San Luis Potosi as late as the 24th Dec., and had no thought of an immediate hostile movement. He confirms what has been said of Valencia commanding a strong division at Tula.

The most interesting fact announced in his letter is the arrival at the city of Mexico, just before the departure of the British courier for the steamer, of an express from San Luis, with a demand of Santa Anna upon the new Congress for a loan of eight millions of dollars. The writer suggests, that the general supposition was that this amount could only be raised by seizing on the property of the clergy—that is the only possible resource left.—*Picayune.*

The Northern papers continue to teem with rumors from this city that the Mexican Congress has passed a resolution declaring their willingness to receive a Minister of the United States to treat of peace. The same rumor was again afloat in our streets to-day. We have made the necessary inquiries to-day through official sources, and we cannot find the slightest authority or confirmation of such a statement. *Union of Tuesday night.*

LARGE WAR MOVEMENTS.—The fleet of 35 ships, brigs, and barques, chartered at New Orleans by the government, were taking in wood, water, &c. to be ready to sail about the 1st inst. They were to go to sea with sealed orders, to be opened after getting fairly into the Gulf. The universal impression is, that they are to carry troops (about 10,000) to attack Vera Cruz.

Gen. Taylor and the Volunteers.—The correspondent of the New Orleans Delta, writing from Victoria, describes the following scene as having occurred shortly after Gen. Taylor's arrival at that place:

"Gen. Taylor visited the Illinois Volunteers yesterday, and the way the boys crowded around him threatened immediate suffocation. By way of salutation, I verily believe the old General pulled at his cap five thousand times, and I was looking every minute to see him pull the front-piece off. The General was mounted on a large and gentle mule, whilst his Orderly rode a splendid dragoon horse, and was himself dressed in a clean and handsome uniform, whilst the General had on that same old black frock coat, and a big Mexican straw hat. Mr. Fannin, the orderly, got about six salutes to Taylor's one, the "Suckers" taking him for the General, and wondering why they called him *old* Taylor. When at last they found out that the old ranchero was the sure-enough General, they inferred, from his plain appearance, that it would be nothing amiss to offer him a hand to shake, and they went at it with such good will, that, by the time the two regiments finished squeezing it, there could have been little feeling left in it. As he rode off, there were many who wondered whether that was the animal on which he charged the Mexicans."

From Tampico.—An arrival at New Orleans brings letters from Tampico to the 16th ult. No news. All was quiet.

The N. Y. Journal of Commerce gives a letter to a gentleman in New York from a friend in Mexico, from which the following is an extract—

"We are determined to carry on the war. Gen. Santa Anna has already collected at San Luis more than 25,000 regular troops. Our letters of marque are operating; they will strike in quarters where least expected, in the Mediterranean and Indian Seas, &c. We shall see how our neighbors will feel then."

From Santa Fe.—The St. Joseph's (Mo.) Gazette contains the following extract of a letter from Santa Fe. The St. Louis Reveille says: "We place no reliance whatever on the rumor. A city has never yet been occupied by an invading force without similar panics being spread. A strange climate, confinement, and a lack of usual comforts, we think, will sufficiently account for any illness which may prevail."

"There is a rumor in the city to-day that the Spaniards have poisoned the flour and meal used by the army, which is said to be the cause of so many deaths. The poison consists of some vegetable substance, with not enough strength in it to produce instant death, but just enough to derange the digestive organs, and prevent medicine from operating on the system. If the rumor should prove true, it will be difficult to prevent acts of violence. If true the wretches must die.

THE EXILES OF WAR.—The regular Army correspondent of the N. O. Picayune writes from Cerralvo, Jan. 9th, as follows—

"I must devote one paragraph to a subject that I have too long neglected to allude to, and one that has given me great pain during my whole stay in Mexico: I mean the disreputable conduct of some of the volunteer troops. Below Meir we met the 3d Regiment of the Indiana troops, commanded, I believe by Col. Drake. They encamped near our camp, and a portion of them were exceedingly irregular in their behavior, firing away their cartridges, and persecuting the Mexican families at a ranche near by. They were on their return from near Monterey, where they had gone contrary to order, and where they had received positive orders to go back to the mouth of the Rio Grande. A large portion of their officers were behind, and the men were left to do pretty much as they pleased. On arriving at Meir, we learned from undoubted authority that the same regiment had committed, the day before, outrages against the citizens, of the most disgraceful character;—stealing, setting cattle adrift, insulting the women, breaking into houses, and other feats of a similar characteer. We have heard of them at almost every station, up to this place. At Cerralvo, are two companies of an Ohio Regiment, Col. Morgan's regiment, to garrison the place. Gen. Taylor has issued proclamations, assuring the inhabitants of the towns in the conquered territory that they should be protected and well treated by our troops. Since this place has been garrisoned by volunteers, the females have been subjected to all kinds of outrages. At Punta Aguda it has been the same; and most of those who could go, have left their houses. Some have fallen into the hands of the Camanches, whilst flying from the persecutions of our volunteer troops. Recently the people here have received treatment from men stationed here, I do not know who 'commands' them, that reduces them to a state of insurrection would hardly be guilty of. The women have been repeatedly outraged—almost an every day affair, houses broken open, and insults of every kind have been offered to those whom we are bound, by honor, to protect. This is nothing more than a statement of facts. I have no time to make comments, but I desire to have this published, and I have written it under the approval of Capt. Thornton, May Day, Capt. De Hart, Col. Robison, Lt. Thorn, Mr. Blanchard and my own sense of duty, and I am determined, hereafter, to notice every serious offence of the above mentioned nature. The Americans alone shall not be disgraced without the signet telling on the guilty parties, if I can be instrumental in exposing them. It would be criminal for me to overlook these outrages, and, for the sake of our national honor, as well as for that of the U. S. Army, I shall not do so."

This is all bad enough, but what shall we say of the conduct of some of those attached to the Regiments stationed at New Orleans, waiting for transportation to Mexico? The Picayune says, of their doings—

"Horses are pilfered, market waggons stopped and the contents consumed, horses are stolen, and many other such acts, which have greatly exasperated the inhabitants residing on the old methods some of which have served to assist the insurgents. On Wednesday night a young girl, only about twelve years of age, was assaulted by four of the volunteers. Yesterday one of the volunteers went to the house of a German and attempted to rob him, but the German shot him down, killing him instantly. These and other acts have at last aroused the attention of the public and the authorities, and measures will immediately be taken to abate this intolerable annoyance."

Finally, a public meeting was called to devise a remedy for these intolerable grievances. Gov. Johnson ordered out the Militia of the State to protect the citizens. Fortunately, at length the transports were provided, and the volunteers were embarked, to practice, we presume, the same acts in Mexico. Those implicated were the Pennsylvania and Mississippi volunteers, but the outrages are chiefly attributed to the former.

We feel assured that no North Carolina Regiment will ever acquire such a "bad eminence."

Such are some of the evils of War! What kind of citizens will these people make when they return? That is to be, after all, the greatest evil of this war.

The New Regiment of Mississippi Volunteers.—The New Orleans Atlas of the 27th ultimo says: "We learn that the whole of this regiment is at last on shipboard, and will soon be on their way to the field of operations. Their stay in this city has been most unfortunate. *Forty have already died, and many others are dangerously ill.* The delay of the regiment in the city, where the soldiers were exposed to all the temptations of a dissipated life; the bad encampment which was selected for them, and the frequent changes of weather, from bitter cold to violent thunder storms, have been the principal causes of the disease and mortality. Who is to blame we will not pretend to say; but there has been a fault, and a serious one, somewhere, or this regiment would not in a few days have suffered a loss equal to what would have been sustained in a hard-fought battle."

It is understood that a new caricature is coming out in the American Punch. It represents the high bird of liberty descending with a wreath of laurel to place on the head of glorious old Zachary Taylor, while Mr. Polk and Mr. Benton and Mr. Marcy are striving with all their might to urge their official editor forward to clutch at the wreath and destroy it! In the back-ground, partly covered with bushes or chapparel are Mr. Ficklin, Mr. Thompson, of Mississippi, and one or two others, with popguns firing away with great energy at the flanks and rear of old "*Rough and Ready*," who doesn't seem at all to notice them!

Baltimore Patriot.

Caleb Cushing has been elected Colonel of the Massachusetts regiment of volunteers; Isaac H. Wright, Lieutenant Colonel; and J. A. Abbott, Major.

COMMUNICATIONS.

FOR THE OBSERVER.

FOLLY AND TREACHERY CHARGED ON THE WHIGS.

The Whigs have been charged with folly, for supporting the war to which their principles are opposed; and with treachery, for decrying it as the impolitic and unjust act of the President. The first charge is too trivial to need refutation. No intelligent man believes it: and those who make the charge do, in their hearts, admire the gallant conduct of the Whigs, in aiding them to carry on a war which was not of their own creating. But there is danger that, by oftentimes repeating the accusation, its authors may come to believe the doctrine it contains, and may at length adopt, among their political tenets, the principle, that the country has no claim upon them, when the Government, for the time being, commits what they consider an error. The leaders of the Democratic party wish only to weaken the increasing power of the Whigs, by ridiculing the less patriotic portion of them into opposition to those who are for country right or wrong. But the consequences, we have reason to fear, will be much more serious than they intend. They are instilling into the minds of the weak-headed portion of their own party, who gulp down with avidity the dicta of their leaders, the doctrine, that if they have any individual objections to a contest which the rest of their countrymen are carrying on, they can desert them in the hour of need, and refuse all aid, however imperiously demanded or desperately needed. Nor do the consequences stop here. If a man can withhold assistance from his country, because she has got into a difficulty which he wished to avoid, may he not with equal justice refuse all obedience to her laws, resist the payment of his ordinary taxes, (for by them he indirectly supports the war,) and finally, plunder her treasures that they may not be expended contrary to his own peculiar wishes? How different from these dogmas, which tend to anarchy, and by which, if our country be not immortal, she is destined to be destroyed, are the principles of the Republican Whigs, which lead them to support their country in all her wars, whether involved in them by her own act, or by the act of a foe—even if that foe be a domestic one.

It might be imagined that some of the not unlettered ones of our country consider it an anomaly in the history of nations, for a people to aid and comfort their brethren in carrying on a war to which they were opposed in the beginning. But so far is this from being the case, that few wars have ever been waged, in which some of those who objected to their commencement did not afterwards assist in their progress. It is one thing for a nation to contemplate rushing an attack on a neighbor, and it is another thing for the same nation, after the attack has been made, to think of averting the consequent retreat. Some of the noblest of our Revolutionary sires, who opposed the first resistance to Great Britain, when the question came to be England or America, were found battling manfully in the council chamber and in the field, pledging to the war their lives, fortunes, and honor. It is not impossible, then, that an honest Whig, who would not have avoided lawless aggression by executive action, on the territory of Mexico, may find sufficient reason for rallying to the support of his country, since she has been unconstitutionally involved in the consequences of that aggression. He may be wise, and yet, when he sees that the dominant party are determined to carry on the war, so vote that it may be managed with the least injury to ourselves. His first consideration might have been to spare Mexico, but if Mexico is not to be spared, his charity will retain home. To vote this more easily, he descends to a few particulars.

After the battles on the Rio Grande, which no legislator on our part could at that time prevent, all reflecting men felt that the war which was then begun could not thus end. If our unselfish rulers could have been content, those who knew aught of the revengeful disposition of the Spanish character, mingled with that of the aboriginal Mexican, were aware that the wound received at Palo Alto and Resaca, would rankle deeply, until an effort should be made to repay the injury.—With a party in power here which had no disposition to conciliate, foreseeing the storm which was about to burst on our gallant army, with all the fury of enraged savages, probably carry destruction through the confines of Texas,—a storm which would have rendered revenge a virtue in our own breasts, our Whig Representatives had the folly to vote the supplies requested by the President. It may not be the part of wisdom to endeavor to wrench the kiss of affection from a rattlesnake, by hugging his head. It may be more prudent, if he cannot be crushed, to let him rest in quiet. But what, when irritating the serpent at his own imminent risk, would quarrel with a friend for assisting to make the blow fatal? Such a friend has the Whig party been to Mr. Polk. If the war must go on —as it inevitably will, unless the dominant party change their policy, or some other party become dominant,—the Whigs are forwarding it vigorously. With this view, they have been, and still are, in favor of sending to the army of invasion all necessary supplies of men, money, and provisions. They are willing to pay the soldiers well, both during the war and after it is closed: and as an earnest of this, they have shewed a disposition, at least in this section of country, to give them a very comfortable outfit. And this is the conduct which the Democratic leaders denounce as foolish. If it be so, Heaven defend us from the crafty selfishness that would render us wiser.

But it is not solely to assist those who have so well fought our battles, that the war should now be prosecuted with energy. Those claims, and the redress of those injuries, to which Mr. Polk devoted so many columns of his last annual message, have been forfeited. The existing war has cancelled those debts due to our people, and nothing but compulsion, or the voluntary act of our enemies, can ever bring them again into national legal existence. If the war could be suddenly stopped by a cessation of hostilities on our part, the Mexican authorities would not have to stoop to the Democratic doctrine of repudiation, to justify them in refusing all our demands. We do not here inquire how far the delay of redressing our grievances would have justified beginning the war. But surely, the danger they would now run of never being redressed, will, in Democratic eyes, justify, or at least relieve from the charge of folly, the course which the Whigs have pursued.

If these reasons do not satisfy the party in power, what think they if we use their own doctrine of conquering a peace? The war was begun with this as its avowed intention; and, unfortunately, it may be now too late to hope for peace, otherwise than by conquering it. With an enemy in the midst of her territory, and nothing to expect from submission, but the dismantling of her empire, Mexico cannot seriously contemplate a cessation of hostilities, so long as her antagonists are not only unwilling to yield anything, but are daily growing more rapacious in their demands. If she must die, with the pride of Old Spain, and the stern endurance of her tawny ancestors, she will perish struggling for existence.

It is in this posture of affairs that the Whigs, while they support the war, are charged with treachery for denouncing it. They are accused of 'aiding and comforting' the enemies of our country. If it were for the sake of the unfortunate Mexicans that the war is denounced, though there would be more justice in the charge of treason, there is reason to believe it would be urged with less animosity by those who make it. But it is sympathy for America, and a desire to promote her true interests that influences the Whigs. If they were simply not citizens of the Republic of Mexico, they could look with indifference on all wars with her. But as citizens of the United States, they cannot but regret the course our Government has pursued, for the last two years. It is a consciousness of this, and of their own guilt, that so stings the leaders of the Democratic party, —a consciousness too, that not the Whigs, but the whole people, are beginning to view this matter in a light different from that which they would wish. Were it sympathy for the Mexicans alone that influenced the Whigs, they would have little cause to decry the war. But, from these people who have now, wherever our army goes, a ready market for all their produce, even to the grass from the fields, and who lose in battle none but the native Indians of their country, they turn their eyes to us. They find us, it must be confessed, somewhat discontented at beholding, after being promised victories, glory, and a speedy peace, with all our wishes, that we are far from attaining the end proposed,—running deeply into debt (to the great loss of national credit,) merely that we may feed in idleness the lazy population of Tamaulipas and New Leon. It is to guard against these things in future; to wash out the stigma of an unjust war; to place men in power who, by shewing a disposition to be satisfied with something less than the total destruction of our enemies, will be likely to conciliate them, and obtain justice without self-abasement; to recover our finances, before we have a national debt like that of Great Britain hovering over us; and, not least, to avoid the unnecessary shedding of man's blood. It is for these and similar reasons that the Whigs, while they vote supplies for the war, call it an executive and a causeless one. They know that, in repelling foreign aggressions, no people are more powerful than we. But they have before them the history of Carthage, great in commerce, and all the arts of peace, striving to be great in arms. She, after carrying her invading armies into Europe and over the snow-capt Alps, was blotted out from the earth by the power of Rome. Were our armies to raze the ancient city of the Montezumas, it might be to us the harbinger of a not much happier fate. Wars brings with itself an arbitrary use of power, dangerous to free institutions. The Whigs know that a war of conquest is not our natural element. And they know that those who involve us in such a war are unjust,—not to our enemies,—not to the honest opinion of the world,—but to the weal of America, and the durability of civil liberty.

G.

FROM BRAZIL.—The ship Courier, Captain Wolfe, arrived at New York on Friday evening from Rio de Janeiro, whence she sailed on the 26th of December. Captain Wolfe reports that the "California expedition" left Rio for its destination on the 29th of November, somewhat shorn of its numerical force by desertion. The deserters were seeking employment on shore and on board the various ships in port.

The third seaman of the Columbia had been released by the Brazilian Government; the other two and Lieutenant Davis were set at liberty some time before, as the former accounts advised us.

SUPREME COURT.

The Court have begun to deliver their Opinions, in Cases argued at this Term. We subjoin such as have been ruled, viz:

By Ruffin, C. J. In Pool *v.* Vass, from Person; affirming the judgment below. Also, in Rogers *v.* Rumpass, in Equity, from Person. Also, in Ryan *v.* Potter, from Mecklenburg, affirming the judgment below. Also, in Lock *v.* Andrews, from Bladen; affirming the judgment below. Also, in *Doe ex dem* Cannon *v.* Troutman, from Cleaveland; judgment reversed and judgment for Plaintiff. Also, in Hathaway *v.* Freeman, from Cowan; affirming the judgment below. Also, in Martin Smith *v.* John M. Smith, in Equity from Davidson; dismissing the Bill.

By Daniel, J. In *Doe ex dem* Lindsey *v.* Englund, from Cherokee; affirming the judgment below. Also, in *Doe ex dem.* McEntire *v.* Dunnica, from Rutherford; affirming the judgment below. Also, in Baldwin *v.* Joyner, from Columbus; affirming the judgment below. Also, in Ross *v.* White, from Bertie; judgment reversed and judgment of nonsuit.

By Nash, J. Costin *v.* Baxter, from Rutherford; affirming the judgment below. Also, in Hudgins *v.* Perry, from Perquimans; affirming the judgment below. Also, in State *v.* Gallimore, from Iredell; declaring that there is no error in the judgment of the Superior Court.—*Raleigh Reg. 2nd.*

INDIAN MASSACRE.—St. Louis papers contain letters from Council Bluffs, which mention that a band of Sioux Indians had attacked an Omaha village, in the absence of the warriors of the village, and killed 73, and mortally wounded 19, chiefly women and children. Five of the Sioux were killed by the Omaha squaws.

The whole western frontier appears to be in a disturbed state. The Indians are committing frequent outrages on the whites, robbing, &c. The Sacs, Osages, Creeks, &c. are implicated in these outrages, and the attention of government is earnestly called to the matter.

Lieut. Archib'd. B. Botts, of the 4th Infantry, son of the Hon. John M. Botts, of Virginia, died at Camargo, of fever, on the 5th ult.

FAYETTEVILLE MARKET—Feb 9.

Brandy, peach,	35 a 40	Iron,	4½ a 5
Ditto, apple,	30 a 35	Molasses,	27 a 28
Bacon, new,	7 a 7½	Oats,	37 a 40
Coffee,	8 a 10	Nails, cut,	7½
Cotton,	11 a 11½	Sugar, lo. to	8 a 8½
Corn,	55 a 60	Salt, Isle,	60
Candles, E. E.,	13 a 15	Ditto, sack,	$2 a 2 00
Flour,	4¾ a 5¾	Wheat,	90 a 1 00
Feathers,	20 a 28	Whiskey,	25 a 30
Pork,	5	Beeswax,	24 a 25
Peas,	50 a 60	Rags,	1½ a 2
4-4 Brown Sheetings,			7½ cents.
Cotton Yarns, 5 to 10,			16 "

REMARKS.—Cotton sells at 11 to 11½ not much in market to-day. Flour 5¼ to 5¾. Corn 55 to 60. Oats 37½ to 40. No other changes.

WILMINGTON MARKET.

Turpentine 2 40; hard 1 12. Tar wanted at 1 20. Lumber 7 and 7 and a half. Sale of Timber at 5 00, though strictly prime would bring 6 50. No sale of Lumber within a day or two. Flooring quoted at 7 to 8. Wide at 6 25. Scantling 5 25. Bacon 7½ to 8. Hams 9 to 9. Fayetteville Flour 6 50 to 7. Holders of Rice are refusing 3 75. Corn 50 to 55.

Cotton at Cheraw 10 to 11. A fine article could readily be disposed of at 11¼.

At New York, Cotton maintains the advanced prices. Uplands sell at 12 to 14 cents. Corn rose to $1 10, but has receded to about 95 to 100. Flour continues at 6 87 to 7.

At Charleston, Cotton 10½ to 12¾

Total receipts of Cotton 1,028,810 bales, against 973,910 last year.

NOTICE.

STOLEN from the Subscriber, a few days before Christmas, a One Hundred Dollar Bill on the Cape Fear Bank. On the back of the Bill was written John D. Smith's name, March the 4th or 5th, 1846. Under Smith's name was M. C. Long's, March the 7th or 8th, 1846. Any information concerning the above will much oblige me; besides, a liberal reward will be paid.

CALVIN C. COX.

Lilesville, Anson co., Feb'y 1. 49-4w

NOTICE.

WHEREAS, my son Neill A. Baker has left me without my permission. All persons are forewarned from employing him in any way whatever, and from trading with him, as I am determined not to pay any debts he contracts, and will enforce the law against any person or persons employing him.

JOHN BAKER.

Rollin's Store, Moore county, N. C., Feb. 1, 1847. 49-1wpd

STATE OF N. CAROLINA, ROBESON COUNTY.

Superior Court of Law, Fall Term, A. D. 1846.

John Fairley *vs* Neill Fairley et al.

PETITION FOR DIVISION OF SLAVES.

IT appearing to the Court, on Affidavit, that Archibald Fairley, one of the Defendants, is not an inhabitant of this State: It is Ordered, that publication be made in the Fayetteville Observer for six weeks successively, giving notice to the said Archibald Fairley, to appear at the next Term of this Court, to make defence to this suit. And it is further Ordered, that if the said Archibald Fairley do not appear at the next Term of this Court, and make defence to this suit, the Petition will be taken pro confesso, and heard accordingly.

Witness, Alex'r McMillan, Clerk of our said Court, at office in Lumberton, this 6th day of February, 1847.

49 A. McMILLAN, *C. S. C.*

IMPORTANT DISCUSSION IN THE SENATE.

The bill making an appropriation of three millions of dollars, to be placed at the disposal of the President, to negotiate a peace with Mexico, was taken up in the Senate yesterday, and the debate opened by Mr. Sevier, of Arkansas.

The discussion which ensued was very interesting and very important. Mr. S. explained that the object of the bill, which he said had been reported upon the recommend

OBSERVER.

FAYETTEVILLE:

TUESDAY AFTERNOON, FEBRUARY 9, 1847.

NORTH CAROLINA VOLUNTEERS.

On Sunday last, the Cabarrus Company arrived here on their way to Wilmington. They were received in the handings provided for them by the Town Authorities, where they were in the same way supplied with substantial provisions until their departure. Four of them, who were sick, were taken to private houses. On Monday morning, they were escorted to the Steamer Cotton Plant, Captain Banks, by the Independent Company, the Rifleneers, and a very large concourse of citizens. On reaching the Boat, Capt Shaw returned thanks for the hospitality which he and his company had received here, in a neat address, which was responded to by Major McLean, of the Independent Company; and then, at 11 o'clock, amid repeated cheers, the boat departed, with its gallant freight.

The Cabarrus numbers 84. It is a fine looking body of men; and to their credit be it said, are orderly in their deportment, not likely to disgrace their State by crime and rowdyism, as the volunteers of some other States have done. They attended Divine Service in a body on Sunday afternoon.

The following are the Officers:—

Marion Sloan, Captain.

A. B. Pharr, 1st Lieutenant.

R. A. Arey, 2d Lieutenant.

N. Shingle, 3d Lieutenant.

DEATH OF VOLUNTEERS.—We learn from the Wilmington papers that Mr. J. M. Boon, of Scuppernong, a private in the Cumberland company, died at Smithville, of inflammation on the 21st inst. And Lieut. Sam. of the Wayne company, said to be named Bin. Kelly, died on the next day, of the same disease, who is preparing to a considerable extent. Col. Paine has arrived in Wilmington. He has appointed O. A. Bucks, of Raleigh, who had been elected to a 2d Lieutenancy in the first Edgecombe company, Aid-de-camp of the Regiment, and Nixon Watson, of Perquimans county, Sergeant Major.

The friends of Col. Paine in Chowan county tendered him a Public Dinner, which he declined for want of time.

The Rockingham, Guilford and Stokes companies reached Hillsborough on Saturday the 30th, and were hospitably entertained. Two of them, on Sunday morning, with others departed for Raleigh, another on Monday, and the remainder on Tuesday. They were to encamp on the Common, adjoining the Governor's residence, and be mustered into the Regiment on the 1st inst. Capt. J. H. Morehead, of the Guilford company, is the Captain of the Rockingham company, and Capt. J. R. Richardson, and their friends, are the Captains of the cars for Wilmington.

NC. TROOPS.

CAPT. LOCKE AND HIS COMPANY.—The Register says that Capt. Locke has been accepted, and that the Company ordered to be disbanded. He gave the Company notice that it was disbanded, and that it was the duty of the State, under the Constitution, to provide for its defence, and were looking for competent officers and men to do it. But sent the Register, &c. &c. &c.

Capt. Locke has returned home, and the Company, as a Company, has been disbanded. Whether the State will accept the services of the Company, or not, is not known. But the Governor has no power to prevent the citizens of North Carolina from volunteering; and should the old North State fail to make up the regiment, which is 1,000 strong, the federal party will, in all human probability, be responsible. This we conceive, is one to bear in mind."

THE FIELD OFFICERS.—The article from the Register, in another column, is a conclusive justification of the Governor's appointments.

It is not a little surprising that some of the Locofoco papers in this State should make such an outcry on this matter. But perhaps they should be excused, having nothing more plausible to go upon against our Whig Governor and Legislature. If they looked at the precedent set by the President, in appointing none but Locofoco officers—not a solitary whig—they surely would not object to Gov. Graham's conduct, in giving his opponents one out of three. If they would consider the action of the Locofoco Legislature of Virginia, in giving the Locofoco Governor of that State the appointment of the Field Officers, they ought not to complain of our Legislature doing exactly the same thing, especially when it is considered, that in this State the distance of the points at which persons of the Regiment rendezvoused, made it almost impossible that the men could elect the Field Officers. Again, if they would reflect, that neither the President nor the Governor of Virginia took their officers from among the Volunteers, they could scarcely make it out a high crime in Gov. Graham to follow such examples.

But there is another and perhaps more conclusive consideration than all these. When a civil office, of honor and emolument, was to be filled, the Whigs of course gave it to a whig, in preference to a Locofoco, of not superior fitness. Now when offices of danger and privation were to be filled, was it to be expected that a Whig Governor would confer them, or even a majority of them, on Locofocos? Why, if he had, we should have heard a much more furious (and much more just) outcry against the Whigs for shunning the danger and the privation, and being ready enough to take places not liable to such objections. We do not know how far this consideration influenced the Governor, if at all, but it is of itself a sufficient justification of his appointments,—provided the appointments be in themselves good, of which we have no manner of doubt.

P. S. Since the above was written, we find in the Union, a number of appointments by the President, among these the four following Staff Officers for our Regiment. Out of the whole, not one is a Whig, not one was a Volunteer, as we learn. And yet Gov. Graham is abused for appointing two Whigs to one Loco, and for appointing persons who had not volunteered!

Appointments by the President.—Exum L. Whitaker, of North Carolina, to be Assistant Commissary, with the rank of captain.

William L. Dancy, of North Carolina, to be Assistant Quartermaster, with the rank of captain.

Gaston D. Cobbs, of North Carolina, to be Surgeon.

James A. McRae, of North Carolina, to be Assistant Surgeon.

GEN. TAYLOR.—We had only time in our last to record, without remark, the extraordinary proceedings of the House of Representatives in virtually passing a vote of censure against the Hero who has so gloriously sustained the honor of the country in the Mexican War.

The following is the resolution as it actually passed, the part in brackets being the amendments offered by Locofocos and adopted; the remainder being the original resolutions as offered by Mr. Cocke of Tennessee:)

Resolved unanimously, by the Senate and House of Representatives of the United States in Congress assembled, That the thanks of Congress are due, and are hereby presented to Major General Zachary Tay or, and through him to the brave officers and soldiers, both of the regular army and of the volunteers under his command, for their courage, skill and fortitude and good conduct in storming the city of Monterey, defended as it was by a force more than double their number, and protected by the strongest fortifications, which resulted in a most brilliant victory to our arms,—engaged as it was in a war commenced and forced upon us by Mexico, and continued by us in defence of the honor and vindication of the just rights of the United States, assailed as both had been by repeated and flagrant acts, on the part of Mexico, of insult, outrages, and finally of invasion of one of the States of the Union. *Provided*, That nothing herein contained shall be construed into an approbation of the terms of the capitulation of Monterey.

Resolved, That the President be requested to cause to be struck a gold medal, with devices emblematical of this signal achievement, and presented to Gen. Taylor, as a testimony of the high sense entertained by Congress of his judicious and gallant conduct on that memorable occasion.

Resolved, That the President of the U. States be requested to cause the foregoing resolutions to be communicated to General Taylor, and through him to the army under his command.

Every Whig, and a few Locos, voted against the amendments, and finally voted against the whole as amended.

Our object now in recurring to the subject is not to offer any remarks of our own, but to copy the following from the National Intelligencer, which is one of the most admirable specimens of eloquence that it was ever our good fortune to read. The three concluding paragraphs especially are unrivalled:—

From the National Intelligencer.

HONORS TO THE BRAVE.

Had any one, on receipt of the news of the glorious victory at Monterey, undertaken to predict that, before the lesse of four brief months, the madness or madness of party, in our Legislative Halls, would have rewarded the rebuke of injustice by voting a virtual and public censure of the aged Hero of the hard fought field of Palo Alto, Resaca de la Palma, and Monterey, the person who made la Palma, and Monterey, the person who should have ventured such a prediction would have been regarded as a lunatic. Yet truth, often more strange than fiction, has seen this monstrous proceeding of the Representatives House of Congress on Saturday last, of which the reader will find a history in the preceding columns.

The resolutions passed by the House on that day, and consented, by those who are a party are to share the suppressions of the war and the enemy, in all those suppressions of the war and the enemy, in all those suppressions of the war and the enemy, in all those

NEW GOODS.

THE Subscribers having removed to the new Store on Hay street, opposite Messrs. H. & E. J. Hale's, are opening their

Fall Supply of Fresh Goods.

They have now on hand—

1500 SACKS LIVERPOOL SALT, 40 hhds Porto Rico & N. O. Cuba SUGAR,

Loaf and Crushed Sugars,
Hyson, Young Hyson and Black Teas,
Java, Rio and Laguira Coffee,
Mackerel,
Nos. 1, 2 & 3,
Extra and Family Flour,
Starch,
Soda,
Pepper,
Alspice,
Ginger,
Cloves,
Cinnamon,
Nutmegs,
Mace,
Candles,
Soap,
Rice,
Sperm, Tanner's Neat's Foot and Lard Oil,
Tobacco,
Segars,
Snuff,
Powder,
Shot,
Lead,
Fishing Lines,
Cotton Yarn,
Wicking,
Brushes,
Matches,
Wrapping Paper,
Writing Paper,
Ink,
Quills,
Slates,
Pencils,
Pins,
Needles,
Thread,
Tape,
Hooks and Eyes,
Buttons,
Suspenders,
Garters,
Combs,
Knives and Forks,
Razors,
Scissors,
Shoe Knives,
Awls,
Shoe Thread,
Shoe Pegs,
Lasting,
Morocco,
Calf Skins,
Sole Leather,
Bristles,
Shoe Blacking,
Shoe Brushes,
Hair Brushes,
Tooth Brushes,
Cloth Brushes,
Hair Oil,
Lamp Black,
Sealing Wax,
Wafers,
Matches,
Percussion Caps,
Flints,
Bonnet Wire,
Needles,
Pins